

Hongkong Daily Press.

ESTABLISHED 1857.

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JOSEPH GILLOTT'S
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THE NEW TURNED UP POINT, 1883
2831

No. 13, 101

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日二初月二年六十二光緒

HONGKONG FRIDAY, MARCH 2ND, 1900.

五拜禮

號二月三年百九千壹英港香

PRICE \$24 PER MONTH.

RECORDING by a new method with the best material and under European supervision at the "DAILY PRESS" OFFICE. All prices are reasonable and all work is guaranteed. **PRINTING OF ALL KINDS** at the most moderate prices at the "DAILY PRESS" OFFICE. All prices are reasonable and all work is guaranteed. **TELEPHONE** 1234.

NEW ADVERTISEMENTS
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half-Year ended 31st December, 1899, on or before the 1st March, 1900, to the Secretary of the Company, at the Office of the Company, at the Whampoa Dock, Hongkong.

THE HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 7th March, 1900, at 12 noon, for the purpose of receiving a Statement of Accounts of the Company for the Half-Year ended 31st December, 1899, and for the election of Directors and Auditors.

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NEW ADVERTISEMENTS

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE COMMISSIONER, ROYAL CANAL) the 3rd March, at 10 a.m., at their Sales Rooms, 100, Queen's Road, a VERY FINE AND OLD COLLECTION OF POSTAGE STAMPS.

HUGHES & HUGHES.
Auctioneers.
Hongkong, 2nd March, 1900. 668

Hesitate No Longer.
Good resolutions are poor assets to leave your family. Endow them with a policy of Life Assurance in the Equitable Society of the United States, the best and strongest company in the world. Call for particulars on Mr. Kien, at No. 9, Praya.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship "HAILONG," Captain Benthall, will be despatched for the above ports on TUESDAY, the 7th inst., at 10 a.m.

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ENTERTAINMENT

THEATRE ROYAL.
CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB will give TWO MORE PERFORMANCES OF "THE YOBNER OF THE GUARD" TOMORROW EVENING (SATURDAY), the 3rd March, 1900.

THE HONGKONG AMATEUR DRAMATIC CLUB.
Under the distinguished patronage of Their Excellencies Sir HENRY BLAKE, G.C.M.G., and Lady Blake, on MONDAY, 5th March, positively the last performance. Dress Circle ... \$3. Stalls ... 1. Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

THE HONGKONG AMATEUR DRAMATIC CLUB.
The Booking Office will be open at the City Hall on TUESDAY, 7th inst., at 10 a.m. Late Trains will run 1 hour after the fall of the curtain.

H. C. NICOLLE.
Acting Manager.
Hongkong, 24th February, 1900. 662

PUBLIC COMPANIES.
THE PUNONG MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on MONDAY, the 27th day of January, 1900, the following Resolution was passed: That a CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company, in respect of all the Shares held by them in the above Company, be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Branches, Queen's Road Central, Victoria, Hongkong, on or before the 31st day of March, 1900.

NOTICE is also given that in accordance with Article 12 of the Company's Articles of Association, Interest will be charged at the rate of 3rd day of March, 1900, at the rate of 30 per centum per annum, upon all Calls remaining unpaid after the 31st day of March, 1900, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company, of the Receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors, W. H. GASKELL, Secretary.

THE HONGKONG AND KOWLOON WHARF AND DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road at NOON, on MONDAY, the 6th March, 1900, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1899.

THE HONGKONG AND KOWLOON WHARF AND DOCK COMPANY, LIMITED.
The Board of Directors of the Company will be closed on the 31st day of March, 1900, at 10 a.m. inclusive.

EDWARD OSBORNE.
Secretary.
Hongkong, 17th February, 1900. 546

NOTICES OF FIRMS.

NOTICE.
NOTICE is hereby given that Mr. YUEN WU has PURCHASED the GOODWILL of the HANG CHEUNG SHING MATTING SHOE, formerly of No. 73, Queen's Road Central, and commenced on the 31st day of January, 1900, and will continue to carry on Business at the said Premises as a Dealer in Matting and other Goods of the "HANG CHEUNG SHING WU KEE."

HANG CHEUNG SHING WU KEE.
Hongkong, 28th February, 1900. 634

NOTICE.
I HAVE this Day ESTABLISHED ARCHITECT and SURVEYOR, at No. 47, Wyndham Street.

A. PEREIRA.
Hongkong, 1st March, 1900. 645

NOTICE.
NIPPON YUEN KAISHA.

I HAVE this Day RESUMED CHARGE of the Company's Business at this Office.

A. S. MIHARA.
Manager.
Hongkong, 1st March, 1900. 650

NOTICE.
WE have this Day Authorized Mr. WILHELM ENGELBRECHT and Mr. WILHELM HEINRICH JOHANNES NAGEL, to SIGN our Firm jointly per Procuration.

GROSSMANN & CO.
Hongkong, 1st March, 1900. 649

NOTICE.
I HAVE this Day Authorized Mr. HERBERT ALEXANDER LAMBERT to SIGN my Firm per Procuration.

GEO. P. LAMBERT.
Hongkong, 1st March, 1900. 651

LANE CRAWFORD & CO.

PROVISION DEPARTMENT.
CREAMY, full-flavored AUSTRALIAN CHEDDARS. Splendid Selected YORK HAMS and WILTSHIRE BACON, RICH RICE STILTONS in Jars.

TABLE JELLIES: in Pint and Quart Pots.

COEN MEAL. BREAKFAST CEREALS. HOMINY. CRACKED WHEAT. ROLLED OATS.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Reputed by leading Engineers as the best combination of metal and ASBESTOS ever introduced. Reduces friction to a minimum on Piston and Valve Rods, and is absolutely impregnable. "GLADIATOR" and "VICTOR" METAL-ROLLER JOINTS as SUPPLIES to the best of the world.

ASBESTOS "SALAMANDER" Non-conducting Bellows for Cooling Compressor and other machinery by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINTS. "SALAMANDER" Lubricating and Oiling Oil of the Best Quality. "CORNUCOPIA METAL" Anti-rust and Corrosion Metal. Recognized by engineering experts to be the best metal in the world.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. THOMAS SKINNER, Chief Superintendent. ARCHIBALD BUTCHER, Superintendent. DODWELL & CO. LIMITED, General Managers.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SUPPLIES TO CHINA FOR 75 YEARS.
Their brand are favorably known all over the World.

The following are some of their Stocks with the undersigned—
SUPRE OLD COGNAC, \$22.50 per doz.
Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—
THE "PALL MALL," \$20 per doz.
11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL BLEND WHISKY, \$10.75 per doz.
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICES.

Agents—SIEMSEN & CO., HONGKONG.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.

ACHES & CO.

VESSELS ON THE BERTH.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEARNS	TO SAIL ON	REMARKS.
LONDON, &c.	CLYDE	March 3rd	See Special Advertisement.
YOKOHAMA VIA KOREA	ROBERTA	About 3rd	Freight or Passage. (Through the Inland Sea).
SHANGHAI	PARANATTA	About 3rd	Freight or Passage.
LONDON	CEYLON	About 8th	Freight or Passage.
KOBE	CEYLON	About 9th	Freight or Passage.
MARSHALLS AND LONDON DIRECT	PARANATTA	31st March	Freight or Passage.
(Without Transshipment)	MARSHALLS	14th April	Freight or Passage.

For Further Particulars, apply to

Hongkong, 27th February, 1900.

H. A. BITCHIE, Superintendent.

NORDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(Freight Service)

(Freight Service)

(Carrying Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THURSO, GLENNA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEARNS	DESTINATIONS	SAILING DATES	REMARKS
SS. SAVOIA	HAMBURG	On 16th March	Freight and Passage.
SS. SAVOIA	HAMBURG	About 25th	Freight.
SS. SAVOIA	HAMBURG	About 31st	Freight.
SS. SAVOIA	HAMBURG	March	Freight.
SS. SAVOIA	HAMBURG	April	Freight.
SS. SAVOIA	HAMBURG	About 20th	Freight and Passage.
SS. SAVOIA	HAMBURG	April	Passage.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 1st March, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEARNS	DESTINATIONS	SAILING DATES	REMARKS
MIKE MARU	BOHAY, VIA SINGAPORE AND COLOMBO	Friday, 2nd March, at 5 P.M.	
KANAGAWA MARU	MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Friday, 9th March, at 4 P.M.	
RIKUGUN MARU	VICTORIA, B.C. AND SEATTLE, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	Saturday, 10th March, at 4 P.M.	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, etc., apply at the Company's Local Office at No. 7, Prince Street.

A. S. MIHARA, Manager.

Hongkong, 26th February, 1900.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTIWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BIRMINGHAM, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEARNS	WEDNESDAY	SAILING DATES	REMARKS
RAYEN	WEDNESDAY	21st March	
STUTTGART	WEDNESDAY	21st March	
KONIG ALBERT	WEDNESDAY	15th April	
WILHELM	WEDNESDAY	15th April	
PRINZ HEINRICH	WEDNESDAY	2nd May	
PRINZ	WEDNESDAY	12th May	
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th May	
SACHSEN	THURSDAY	14th June	
OLDENBURG	THURSDAY	21st June	
BAYERN	THURSDAY	28th July	
STUTTGART	THURSDAY	12th July	
KONIG ALBERT	THURSDAY	19th August	
WILHELM	THURSDAY	26th August	
PRINZ	THURSDAY	2nd September	

ON WEDNESDAY, the 7th day of March, 1900, at Noon, the Steamship "RAYEN," of the Norddeutscher Lloyd, Captain R. Preker with MALES, PASSENGERS, SPECIE, and CARGO will leave this port as above, calling at NAPLES and GENOA. Shipping Orders will be issued till Noon on Monday, the 5th March. Cargo and Specie will be received on board until 5 P.M. on Tuesday, the 6th March, and will be received at the Agency's Office until Noon, on Tuesday, the 6th March. Consignees of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed 100 lbs. in weight.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 28th February, 1900.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 15 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPRESS OF JAPAN, Comdr. G. A. Lee, R.N.R., WEDNESDAY, 14th March, 1900.
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April, 1900.
EMPRESS OF INDIA, Comdr. O.P. Marshall, R.N.R., WEDNESDAY, 25th April, 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Coast from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan (Government).

The attractive features of this Company's route embrace the PACIFIC STEAMSHIPS, second to none in the World, the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DELICIOUS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. B. BROWN, General Agent.

P.O. Box 100.

Hongkong, 15th February, 1900.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FURTHER APPOINT	TO BE DEPARTED
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	Tomorrow, at Noon.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 8th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 20th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 25th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 8th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 7th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 12th inst., at 1 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 9th inst., at daylight.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 10th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th April.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 20th April.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 13th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 10th inst., at 4 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 15th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 18th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 20th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 21st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 22nd inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 23rd inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 24th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 25th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 26th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 27th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 28th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 29th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 30th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.

VESSELS ON THE BERTH.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FURTHER APPOINT	TO BE DEPARTED
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	Tomorrow, at Noon.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 8th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 20th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 25th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 8th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 7th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 12th inst., at 1 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 9th inst., at daylight.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 10th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th April.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 20th April.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 13th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 10th inst., at 4 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 15th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 17th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 18th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 19th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 25th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 26th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 27th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 28th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 29th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 30th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.

VESSELS ON THE BERTH.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FURTHER APPOINT	TO BE DEPARTED
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	Tomorrow, at Noon.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 8th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 25th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 12th inst., at 1 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 9th inst., at daylight.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 10th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th April.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On or about 31st inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 10th inst., at 4 P.M.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 14th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 15th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 16th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 17th inst.
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LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 28th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 29th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 30th inst.
LONDON &c.	CLYDE	Brit. str.	E. Street	P. & O. S. N. Co.	On 31st inst.

VESSELS ON THE BERTH.

IN CONNECTION WITH
ATCHESON TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU,
TAKING CARGO AND PASSENGERS
TO JAPAN, PHILIPPINES AND
HONOLULU.

THE UNITED STATES,
MEXICO CENTRAL AND SOUTH
AMERICA, &c.

S.S. "BRIGIAN KING" } On 2nd Mar.
3,370 Tons. }
S.S. "TUBA" } On 7th Mar.
3,400 " }
S.S. "JAIL JOCKEY" } About 31st
3,194 Tons. } March

THE STEAMSHIP "BELGIAN KING"
will be despatched for SAN DIEGO,
SAN FRANCISCO VIA KOBE, YOKO-
HAMA AND HONOLULU, on FRIDAY,
the 2nd March.

Through Bills of Lading issued to any point
in connection with the above.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Ningpo, Kobe,
Inland Sea, Yokohama and Honolulu)
SATURDAY, Mar. 3,
at Noon.

ALCOA (via Moji, Kobe,
Yokohama and Honolulu)
TUESDAY, Mar. 13
at Noon.

CHINA (via Shanghai, Ningpo,
Kobe, Inland Sea, Yokohama and Honolulu)
SATURDAY, Mar. 27,
at Noon.

CHINA (via Shanghai, Ningpo,
Kobe, Inland Sea, Yokohama and Honolulu)
SATURDAY, April 2,
at Noon.

THE Company's Steamship "CHINA" will
be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA, AND HONO-
LULU, on SATURDAY, the 3rd March, at
Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONOLULU,
LITHIUM PASSENGERS are allowed to break their
journey at any point en route.

Through Bills of Lading granted to San
Francisco.

ON FRIDAY, the 1st Mar. inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st March, 1900.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"
Captain Moore, will be despatched as
on SATURDAY, 4th inst. at 4 P.M.

The attention of Passengers is directed
the Superior Accommodation offered by
this Company's Steamships, and the
forward of the Engines. A Refriger-
Chamber carries the Supply of Fresh
meats during the entire voyage.

A qualified Surgeon is carried on
Vessel is fitted throughout with Electric
N. B.—*Notes.* Tickets issued by this
pany to and from AUSTRALIA, are available
return by the Steamers of the EASTERN
AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

MAIL TABLES

a. Austrian cruiser, 2,500 tons, 9,000 h.p.,
Captain E. Thomann von Montalmar, at
Savoy

IN THE BOER SERVICE.

It may be of interest to give some details about Colonel Georges de Villebois Mareuil, formerly of the French army and since attached to the Boer Staff, for whom all the credit for the Boer victory at Colenso is claimed by the Parisian press, and who has taken the place of Major Magdon, of Enghien, fame, as the popular idol of France. Colonel Count Georges de Villebois Mareuil is the son of an old Breton aristocratic family and about fifty years of age. As a lieutenant he fought with great valour in the Franco-Prussian war. He held successive commands of a regiment in Châlons-sur-Marne, as Chief of Staff of the Algiers Division, the One Hundred and Thirtieth Infantry Regiment in Paris, the Sixty-seventh in Soissons, and finally the First Regiment of the Foreign Legion in Orléans. He looked with some displeasure at the continual changes at the Ministry of War while his own status remained stationary, and weary of waiting for promotion to a generalship, he resigned his commission in January, 1896. His knowledge of the English language will serve him in good stead, and in the French army he enjoyed a reputation as a highly capable strategist, a resolute soldier, a fearless horseman, and a skilful swordsman.

A recent number of *To-day*, however, states on good authority that there is some exaggeration as to the assistance the Boers have received from foreign mercenaries. "The French Colonel Villebois de Mareuil," continues the writer, "is credited with the elaboration of the defensive line of the Tugela just as Major Albrecht, the Austrian officer, is for the works on Modder and at Spytfontein. This is possibly true in both cases, as the work is one which scientific soldiers would be likely to accomplish; but I take leave to doubt that the Boer leaders have largely surrendered the control of their armies to outsiders, and I cannot believe that the latter could have exercised any commanding influence in keeping the Boers in the field. It could only be strong patriotism inspired by their own people that enabled the Dutch burghers to display such military qualities, such discipline, such self-reliance skill in the fight, and above all such patient endurance of the hardships and losses which have been, undoubtedly, very severe among them."

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council will be held at three o'clock on Monday afternoon. The following is the agenda:—

- Financial matters. (Nos 7 and 8.)
Report of the Finance Committee. (No. 1.)
ORDER OF THE DAY.
First reading of a Bill entitled An Ordinance for the Naturalization of Capitoline Joao Xavier.
First reading of a Bill entitled An Ordinance for the Naturalization of Foo Sik alias Foo Yik Pang.
Second reading of the Bill entitled an Ordinance to further amend the Post Office Ordinance, 1887.
Second reading of the Bill entitled An Ordinance for the Naturalization of Wan Kam Tsang, alias Wan Tsing Kai, alias Wan Ming Kap.
Second reading of the Bill entitled An Ordinance to further amend The Public Health Ordinance, 1887.
Second reading of the Bill entitled An Ordinance to authorize the imposition of fees for the issue by the Government of Hongkong of certain certificates to certain Chinese.
Second reading of the Bill entitled An Ordinance for the establishment of a hospital for infectious diseases in connection with the Tung Wah Hospital.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

JAPAN AND THE GOLD STANDARD.

Report on the Adoption of the Gold Standard in Japan. By Count MATSUOKA MARYOSHI, H.L.J. Min. of Sign. for Finance. The Government Press, Tokyo.
This excellent report by Count Matsukata on the introduction into Japan of the gold standard and monetary system gives a lucid account of the steps which led up to its adoption, from the system in vogue at the Restoration of 1868 which had then been working for 260 years; the New Coinage Law of 1871 which provided for the introduction of silver yen, equal in size and quality to the Mexican dollar which was to be legal tender in the treaty ports; the Imperial Ordinance of May 1875, making the silver dollar legal tender throughout Japan, side by side with the gold coins, and thus establishing a double standard; the troubles in connection with the inconvertible paper money; the accession of Count Matsukata to the Portfolio of Finance in 1881, followed by the substitution of convertible for inconvertible paper and the introduction of a method of conjoint redemption of the notes of all the banks; the Bill of 1887, preparing for the adoption of the gold standard; down to the final establishment of this gold monometallism standard.

After giving full details as to these steps in the work of reform, the report concludes with chapters on the effects of coinage reform upon the economic condition of Japan and on the monetary system of Formosa.
With regard to the first point, if yet difficult, Count Matsukata says, to find anything very marked, either for good or ill, owing to the shortness of time since the Coinage Law came into force on 1st October, 1897; but he gives all available details. With regard to Formosa, the Count says that "much as it was desired to establish a pure and simple gold standard on the island, it was found impossible to do so in view of the great difficulty of changing the usages and customs of the Chinese population, and also because of the exceptionally close commercial relationship maintained between Formosa and the mainland." Consequently the state of coinage there may, it is admitted, act as a disturbing factor in the successful working of gold monometallism in Japan.

Count Matsukata has produced a very clear and useful report, and the book has been well turned out by the Government Press.

SCIENTIFIC MISCELLANY.

THE NATURALIST'S TELEMICROSCOPE—ANIMAL TEMPERATURE—ENGINEERS' DEAFNESS—ANOTHER SOLUTION OF THE WASTE HEAT PROBLEM—A USEFUL RUBBER IMITATION—GAS PRESERVATION OF FOOD—RIDING HEAD DOWNWARD—STERILITY OF FLOWED LAND.

A kind of combination telescope and microscope has been worked out by a French microscopist for studying live insects and their habits. The new apparatus is called the "telemicroscope," and is really a small telescope having an objective formed of two achromatic lenses, which can be moved nearer together or separated by sliding the tubes. For the purpose intended, the magnifying power necessary is only 40 to 15 diameters. Besides serving for watching insects moving on the ground, the instrument, it is stated, is admirably adapted for use as a field-glass.

The slight variations in the body-heat of animals, even in the greatest changes of atmospheric temperature, is one of the wonders of physiology. Mr. François St-pierre finds that the average temperature of man in health is 98 degrees and that the variation from this is rarely more than two to three degrees, although there are regular daily changes of temperature, slight seasonal variations, and a slight rise after eating and work of any kind. Age makes much less difference than is usually supposed. Yet while the average central temperature is so constant, there may be striking local variations, and the skin temperature sometimes differs four to twelve degrees in a few hours. Disease, as is well known, greatly affects bodily temperature.

The deafness of locomotive engineers and firemen has been looked upon as an effect of the whistle. Mr. George Trubel points out that this cannot be so, and finds that the engineers are deaf in the right ear and the firemen in the left, leading him to suggest that the cause is the impact of the wind on the ear-drum as the men lean from the cab. The sound of the whistle is scarcely noticeable, while the men on the slow-moving yard engines are not affected.

A strong dislike to the odour of peppermint has been discovered in mice. Cotton soaked in peppermint oil caused them to go away for a considerable time and after a second application they disappeared completely.

To double the capacity of a power plant, without increasing the size of the boilers or the consumption of fuel, is a rather startling proposition at the present day. This result, however, is

what Prof. Jesso, of the Technical High School of Berlin, believes he can achieve through a device that was tested successfully some ten years ago, the idea being to run a second engine, driven by sulphurous acid or other liquid of very low boiling point, with the heat of the exhaust steam from the first engine. In the new auxiliary engine the sulphuric acid is made to pass through a complete cycle of vaporization and condensation. For each indicated horsepower-hour the normal steam consumption of the steam engine working alone was 13 pounds, and this was reduced to 12 pounds when both machines worked together, while it is believed that a reduction to about 8.25 pounds is practicable on large engines.

Every promising substitute for rubber and gutta percha is being eagerly investigated. Volvul, a new artificial rubber lately described by Mr. Walter F. Reid, is a mixture of nitrated linseed or castor oil with nitro-cellulose, the elastic and other properties being subject to great variation by alterations in the proportions of the two constituents. The product can be moulded under heat and pressure or applied in solution the solvent being then evaporated. Volvul has stood the test of exposure to the English climate better than rubber, it is superior to vulcanized rubber in its freedom from action on copper, and while its insulating properties have not been fully studied, it can be recommended already for a great variety of purposes such as machine belting, waterproof cloth, hose and tubing, floor coverings, paints, etc.

Night-terrors in children are found by Dr. E. Graham Little, a London physician, to be less dependent on digestive disturbance than is generally supposed. They are largely due to disorders that produce milder but prolonged difficulty of breathing, and are common in rheumatic children, and associated with rickets, enlarged tonsils, errors of refraction, and tapeworms.

For zapon or celluloid varnish, a product of many uses, a German experimenter gets the best results by dissolving two parts of colorless celluloid waste in 20 parts of acetone, solution requiring standing several days in a closed vessel, and adding 78 parts of amyl acetate. The varnish is clarified by long settling.

By the newly patented process of Herr F. W. H. Bruff, of Berlin, animal or vegetable substances are preserved by exhausting the air from the receptacles containing them, then impregnating them with an inert gas—such as hydrogen, nitrogen or carbonic acid—at any desired pressure, and finally sealing up hermetically in suitable receptacles. Liquids may be treated as well as solids. This process is expected to become industrially important for it is adapted to every kind of perishable material including meats, skins, vegetables, flowers, cream, milk, whey, etc. The liquids are restored to their original condition by heating or boiling.

In a recent audacious plan for a centrifugal pleasure railway, it was proposed to have the passengers travel head downward over a portion of the course. It is now suggested by Mr. C. R. Riley, a Dublin railway man, that such a road was actually built and operated in Liverpool about forty years ago. It was of 18 or 24 inch gauge and the single car, holding one person, was drawn up an inclined plane to the top of a high tower by a windlass, then was allowed to run down an incline on the opposite side, then round a vertical loop of large diameter, then over a low tower and round a circle to the starting point. The trip was not popular.

Wood-pulp and sawdust are made incombustible, according to a method just patented by Mr. E. M. Fox, of Westminster, England, by placing in a boiler containing a hot solution of sulphate and phosphate of ammonia, and provided with a stirrer and mixing apparatus, and a temperature regulator. The material is afterwards compressed, to be used for fireproof purposes, and the sawdust for packing goods, strengthening walls, or jacking steam-pipes.

The injury to soil from flooding by which tide is variously estimated to last for five to twenty years. A late investigation in Essex, England, showed that the soil was left with two per cent. of salt, twenty times the normal amount, but that the damage was probably due mostly to the complete destruction of earthworms.

THE NECRUISER "PANDORA"

At a time when all the Powers are designing cruisers of 23-knot speed the floating of the *Pandora*, after being two years under construction at Portsmouth, is said not to inspire much enthusiasm, for at the best she can only be a 20-knot vessel. The *Pandora* and *Plover* are improved types of the nine ships of the *Pelorus* class, which have not been conspicuous for their sea-keeping qualities, and therefore in a way their guns must necessarily be worked at a disadvantage. Thus the main argument in favour of building lightly armed cruisers instead of the heavily armed vessels of somewhat greater displacement by the Elswick firm for foreign Governments is not altogether valid. There is some compensation in a very light draught, but 17 feet 6 inches is certainly too deep for any third class cruiser, especially seeing that the *Lafayette*, with more than a thousand tons more displacement, draws a foot less of water. In fact, the *Pandora* draws six inches more than the Japanese *Takasago*, though the respective displacements are 2,200 and 4,160 tons. Thus, if the *Pandoras* cannot enter shoal water, if they are not too big in a heavy sea-way, and have a 20-knot speed against the Japanese ships 23, it is difficult to discover what special advantages they offer. In point of armament the disparity falls even more seriously against us, for while the *Pandora* carries eight 12-inch and eight 5-pounder quick-firing guns, the *Takasago* mounts two 6-inch, ten 4.7-inch, twelve 12-pounder and six 23-pounder quick firing guns. And whereas the Japanese ship has bunker capacity for 250 tons the *Pandora* vessel can stow 800 tons. Theoretically the *Pandora* ought to be an immeasurably superior sea boat to the *Takasago*, but experience with the *Pelorus* class has not done much to support the theory.

SHIPPING REPORTS.

The Japanese steamer *Mitsui Maru*, from Moji 23rd February, had light breeze and fine weather.

The British steamer *Zailong*, from Amoy 28th Feb., had moderate N.E. wind and sea and dull, hazy weather. Steamer in Amoy—*Wen-chow*.

The British steamer *Maulang*, from Java 17th Feb., had light to moderate variable winds and fine weather to Philippines; thence N.E. winds and fine weather to port.

The British steamer *Ay*, from Kutchikan 24th Feb., had light variable winds and fine clear weather to Chinese coast, whence along to fresh monsoon and overcast weather.

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MITSUI RUSSIAN KAISHA.
M. FUJISE, Manager.
Hongkong, 19th August, 1899.

NORTH FORMOSA.

FOR SALE—A MAP OF NORTH FORMOSA, by J. W. Patterson & Co., Ltd., 22, Colborne Street, Singapore. To be had at Daily Press Office and the Bookellers.
Hongkong, 26th June 1899.

NOW READY.

THE CHRONICLE AND DIRECTORY OF CHINA, JAPAN, COREA, INDU-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.

THE THIRTY-FOURTH ANNUAL ISSUE

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, its History, Topography, &c., &c. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts, concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of:

China: Peking, Tientsin, Hankow, Shanghai, etc.
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NOTICE TO CONSIGNEES.

THE Steamship

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 1st March, and MONDAY, the 5th March, at 9.30 A.M.

All claims must reach us before the 7th March, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO., Agents.

Hongkong, 23rd February, 1900.

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Cambodge*, and Bordeaux ex s.s. *Ville de Valenciennes* in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, the 25th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 5th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th March, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 5th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd February, 1900.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Cift, and/or loaded at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Cift or Godown on and after the 27th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th March will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 5th March.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th February, 1900.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship

"ELISABETH RICKMERS."

Captain Malchow, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after 2nd March, will be subject to rent.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 23rd February, 1900.

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